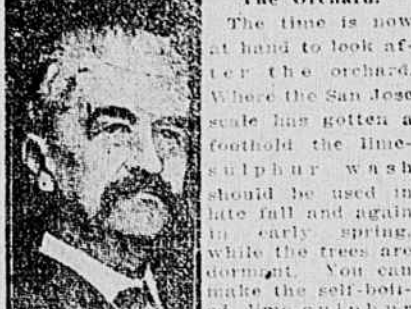


WITH THE FARMERS

By Prof. W. F. MASSEY

Tuesday, November 11, 1913.



The Orchard.
The time is now at hand to look after the orchard. Where the San Jose scale has gotten a foothold the lime-sulphur wash should be used in late fall and again in early spring. In the case of dormant trees, you can make the self-bottled lime-sulphur wash by using the concentrated lime-sulphur wash. But you can buy for a small orchard the concentrated lime-sulphur ready made and all ready for diluting. The large orchardist will, of course, have the lime-sulphur wash in the tank. But for a few trees—and these are the ones most generally neglected—you can take eight pounds of fresh lime and shake it into eight pounds of water and mix it thoroughly. It is ready to use. A thorough spraying in late fall and again in spring is the best thing to do for the orchard.

Pruning.
The late fall is the best time to prune apples and pears, and the early spring for peaches and plums. Apple trees that have been well cared for from the start will seldom need the cutting out of large limbs. This should be prevented by not allowing limbs to grow that should not grow. The so-called water-sprouts that are seen in many neglected trees must be cut out, but it would have been better to have watched the trees in the spring and not have allowed the water-sprouts to grow. They could have been easily picked out with finger and thumb as they started, and the growth would have been thrown to limbs that are needed. If these have been allowed to grow during the summer they should now be taken out. Limbs that cross and chafe each other should be shortened or removed, but never made worse by cutting them out a definite purpose in making them. A mere chopping out of limbs and making piles is not pruning. A limb should be cut, and have often been found to grow during the summer. As a rule these perky sprouts are a good supply of fruit, but they are one of the best principles of pruning. Keep them out of your orchard.

Pruning Grapes.
The only grape vines that I would prune in November are the Scuppernon and others of that class. As they will bleed less from November pruning than at any other time. In pruning the Scuppernon you should keep a good supply of cane for the next year and one-year wood and prune out the old stunted wood and not allow the arbor to get loaded with a mass of old and dead wood. Then, as I have advised in several letters, keep a good supply of cane for the next year. Prune the vines near your Scuppernon to make it more fruitful. The grapes of the Labrusca and other classes should be pruned in the south just before the buds swell in the spring. Grapes of this class, pruned in the fall, will start into untimely growth in the spring and may be caught by a late frost. I have seen this happen on two occasions in North Carolina in the spring of 1910 and 1911. In both these years late-frosting rains had started shoots and they were frozen off while the vines that were not pruned had hardly swollen a bud. Pruned just before the buds swell, the new growth takes up all the tendency to bleed and the vines are kept from starting into growth in the winter. Scuppernons start later and are never caught by frost.

Pear Blight.
In riding around the country I see many pear trees almost completely blighted. A large part of this could have been prevented had the owners watched the trees more closely. The bacteria that caused the pear blight get in by the blossoms in the spring on the feet of bees and other insects, and they grow down and between the bark

and wood and destroy the young growing tissues. Now, if the trees are watched closely, you can see the shrivelling of the young bark before the leaves turn black, and by cutting out ahead of this you can stop the blight that would take the whole limb if neglected. Now, having trees with blighted limbs, the only thing to do is to cut them out and sound wood and burn all the blighted wood. If you have a pear tree of the variety that is made of a single trunk, let it stand in the garden and changing knives at every cut.

Blackberries and Raspberries.
If the old canes that fruited this summer have not been taken out they should be cleaned out now and burned. Red raspberries of the old American class are rather tender, and with these it is a good plan to bend down the canes to the ground and cover with soil.

Figs.
In this climate figs need winter protection, except right down on the coast near the salt water, as around Norfolk and Virginia. The figs are very tender, and the influence of salt water, I have found the best thing is to have the figs in bush form, branching at the base, and bend them in four bunches and bend them to the ground like a four-pointed star, and hold them fast with a short stake laid across and pinned fast to the ground. Then I mound the earth over, filling it higher in the center of the bush and radiating till the mound is like the star. I have kept them safely in this way in a locality in North Carolina where we have the mercury below zero every winter, and I saved the early figs that are set in the fall and make the largest and finest figs. This is done as soon as the weather is cold enough to take off the leaves.

The Delaware, Maryland and Virginia Peninsula.
Hollis County, Va., reading your column in The Times-Dispatch, and will be glad to have your opinion on the soil and climate of Delaware and the Eastern Shore as compared with the Southern Virginia. Wood County, Va., you write as many others have written, and it may be of interest to the readers of The Times-Dispatch to have me tell something in regard to this great Peninsula. The upper counties of Maryland, Cecil, Kent, Queen Anne's and Talbot, and the upper counties of Delaware—Newcastle and Kent—are as finely farmed sections as can be found in the United States in general grain raising. The climate of the whole Peninsula is better than that of the latitude west of the bay, and in the two Virginia counties, compares well with that around Norfolk. The lower counties of Maryland and Delaware and the Virginia counties are devoted largely to small fruit and truck growing. Taking the whole Peninsula as a whole, there is no section of the United States where the land is generally so easily worked, the climate milder for the latitude and the transportation facilities as good. Stomachs are all the river on both sides to Baltimore and Philadelphia, and between the rivers there is always a railroad line connecting with the main line in Delaware and the society is excellent in every respect. For profitable market gardening there is no part of the country superior to Accomack and Northampton Counties in Virginia. The soil is rich in early stuff and the cost of transportation is low. I believe that more profit is made in trucking in Southern Virginia than in Florida. For general grain farming the upper part of the Peninsula is the best. The Peninsula has the advantage of Southern Virginia in its abundant and rapid transportation both by land and water, and the universal level of the land makes it possible to farm more easily than in a hill section, where the best lands are apt to be overgrown by brush. The Eastern Shoreman's toast is:

"Deeds to the land where the salt-tide flows
In sheltered coves where the oyster grows
Here to the land our fathers bore;
Here to the land, the Eastern Shore."

There are countless fine lands and pleasant locations in the Southern, but I was born in Accomack, and hence like the Eastern Shore best.

Late Filling Silos.
"Did not get the silos completed till late, and corn was mostly out and shocked waiting, while some was not out till a lot somewhat frosted. Can we get silage made from this corn?" The corn is now in the silos, and the slight frost will dry the silage and make it more palatable. I have seen this corn spoiled with water while filling. This will be essential when the corn has rotted dry. The value of the silage, but it is the proper fermentation under these conditions the watering while filling will be necessary.

Cundry Queries.
Cheslerfield County, I thank you for information already given. I shall buy ground rock to be mixed with lime as the lime in the rock may have an injurious effect on the manure. Have planted years ago a variety of chestnuts and they are bearing well, but we have trouble to keep the worms out of them. Can I keep them in winter by using the carbon in sulphide to destroy the worms? I think that Cheslerfield County can do much in raising fruit. The fruit seems worthless on the market and not good enough to put in cold storage, and I am inclined to plant nuts. You said lately in your talks with the farmers that nuts should be planted in the fall before drying. Should the outer husk of the nuts be removed in planting chestnuts should the outer husk be removed? It is said that means will not make good nuts from the seed. Does the same apply to chestnuts? The pines in my woodland are dying and I shall be obliged to remove the timber, and have thought that I might use this cut-over land to grow nuts without pulling the pine stumps. I have a good stump puller, but it is slow and costly work, but if the pine trees will not cultivate the stumps will have to come out.

You mentioned some time since hay shelters, made with four poles and a movable roof. I have several of those on my farm under the name of Dutch canopies, and I find them rather heavy and cumbersome, and if you will publish a description of how such sheds should be made I am sure that many farmers will appreciate it. Have never yet seen a shed, and I am about to make a new one, and I am in need of a shed when short and, hence, want to keep it and have a quite small shed, about 12 ft. x 10 ft. and a shed with a roof as well as in spring, or should it be covered?

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NECKLACE IS GIFT CHOSEN BY HOUSE

Handsome Jewel, Costing Nearly \$2,000, Wedding Present for Miss Jessie Wilson.

CHOICE IS UNANIMOUS
List of Those Unbitten to White House Causing Great Surprise.

[Special to The Times-Dispatch.]
Washington, November 10.—A diamond and platinum necklace with a pear-shaped lavalier will be the wedding gift of the House of Representatives to Miss Jessie Woodrow Wilson, the thirteenth White House bride. This was decided today by the House committee headed by Representative Mann, the minority leader, and assisted by Miss Genevieve Champ Clark, daughter of the Speaker, who presented the suggestions and designs she had gathered in New York recently for the committee.

The selection of the jewel was a unanimous one and came after a thorough examination of the silver sets presented. It was said that the sentiment of the committee and House seemed to be that a diamond necklace and lavalier pendant was a more personal gift than silver would have been, and therefore it was chosen.

The jewel is a very handsome one, and cost nearly \$2,000. The platinum chain is set with diamonds, which are set very close together and cut in an oval shape. The center stone is a large emerald diamond weighing about four carats and surrounded by about thirty smaller diamonds, the whole making the pear-shaped pendant. The jewel presents a very striking appearance, and will be presented to Miss Wilson in a silver jewel case.

It was not decided today just what name would be used in presenting the gift. It may be that the committee in charge will visit Miss Wilson in the White House and make a formal presentation of the gift. That event is probable that Miss Genevieve Champ Clark as "the daughter of the House" and special assistant to the committee, will form one of the group. The committee passed a resolution of thanks to Miss Clark for the assistance rendered by her. It was said that when the House convenes a formal resolution of thanks will be tendered her.

On the day before the wedding all of the fifty members of the Wilson family, who form the "cousins' club," will have arrived, and there will be another family reunion at the White House. Most of the presenters have arrived at the White House. Most of them are from out-of-town guests, and a great many are from New York, from which city the most ostentatious of wedding guests will come.

Although Miss Wilson is tempting the fates in being the thirteenth White House bride, she is not alone in being a party to the wedding. She is willing to try to pacify them by wearing "something old and something new, something borrowed and something blue."

This wedding presents, which will amount to many thousands of dollars, will not be on view, but will be displayed to a few intimate friends up to the great surprise of the bride. That neither of the ex-presidents of their families have received an invitation to the wedding. Miss Helen Taft has arranged to visit friends in Washington at about the time of the wedding, but has not as yet received an invitation.

The list of congressional people is all the more surprising with the exception of the Speaker of the House and Mrs. Clark, Miss Genevieve Champ Clark, Representative and Mrs. Mann, Representative and Mrs. Oscar Underwood, Representative and Mrs. Victor C. Reuther, and perhaps one or two other leaders and the New Jersey members, the entire lower body of Congress has been invited. The Senate has been invited, but has not yet received an invitation. The cabinet members, Miss McAdoo, the Misses Burleson and Miss Smith, Hart Wilson, are among those on the revised list. It was learned today.

TWO TRAINMEN INJURED.

Train Held Up by Dump Near Greensboro.

[Special to The Times-Dispatch.]
Greensboro, N. C., November 10.—Two trainmen were injured, an engine and four box cars derailed, and traffic delayed ten hours or more on the main line of the Southern, when a freight train ran into a work train near Brown Summit, ten miles from Greensboro, today at noon. Fireman J. T. Shields had his back and neck wrenched and was able to go to Spencer to-night. Fireman J. K. Grubbs was badly injured. The train was torn up, and no train had passed either way at 8 o'clock to-night.

TRAIN DITCHED ON N. & W.

NO ONE IS INJURED

[Special to The Times-Dispatch.]
Bristol, Va., November 10.—The engine and ten cars of a freight train on the Norfolk and Western Railway were ditched at Litchfield Shilling, near Meadows, Washington County, Va., this morning. The track was cleared within a few hours. Nobody was injured.

FINLEY DEFENDS RAILWAY TRAVEL

President of Southern Points to Constantly Decreasing Ratio of Accidents.

IDEAS ARE EXAGGERATED
Not So Much Danger on Railroads as in Other Branches of Travel.

Washington, November 10.—President Finley, of the Southern Railway Company, speaking to-day of railway accidents, said:

"There has never been a time in the history of the railways when so much attention has been given to the prevention of accidents as at present. This is a matter to which railway managers in all parts of the United States are giving constant and intelligent attention, and the accident bulletins of the Interstate Commerce Commission show that progress is being made and that the safety of railway travel is being increased. Thus, in the fiscal year ended June 30, 1913, there were 235 passengers killed on the railways of the United States, or one in every 2,459,357 passengers carried, and one in 2,264,157 miles traveled. As compared with 1912 the number of passengers killed was reduced to 318. Complete statistics of passengers carried and miles traveled in 1912 are not yet available, but as there was a substantial increase in passenger traffic over 1911 and the number of fatalities was less, the ratio to passengers carried and miles traveled was reduced.

Ideas Exaggerated.

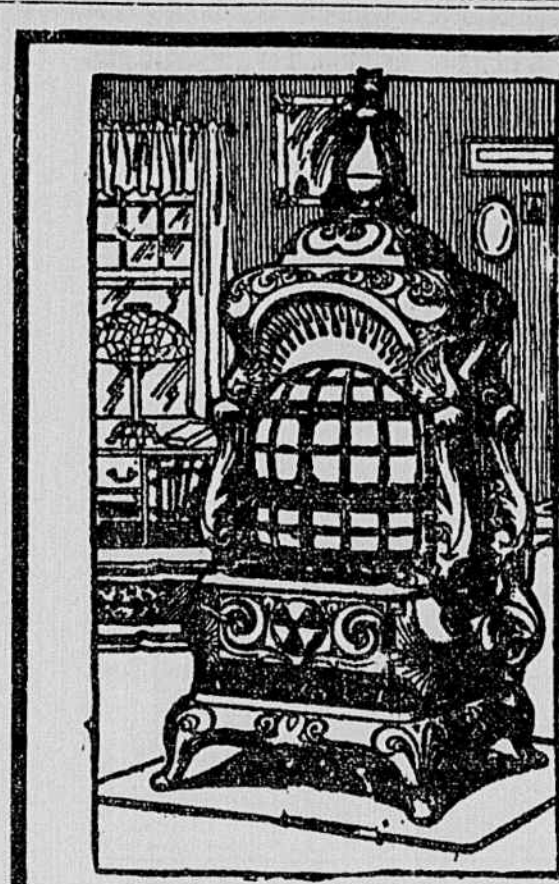
"There is I believe an exaggerated idea of the danger of railway travel. This is due, in my opinion, to the wide publication of accounts of those occasional accidents in which, unfortunately, many persons are killed and injured, and to the fact that while complete and accurate statistics as to railway accidents are compiled by the Interstate Commerce Commission, there are no complete and reliable statistics as to other accidents for the United States as a whole. There are a number of cities and some entire States in which records of the causes of deaths are kept. These are not available to the Interstate Commerce Commission, which includes twenty-two States and the larger cities in fifteen other States. The registration area is estimated by the United States Census Bureau to embrace 85.1 per cent of the total population of the United States, or somewhat more than six-tenths of the total population. For the calendar year 1911, the Census Bureau reported 16,000 cases of accidental death, exclusive of railway accidents, in the registration area. As bearing on the comparative safety of different ways of travel, it may be noted that, as compared with 18,000 deaths from railway accidents in the entire United States, there were, in the registration area, 1,820 deaths from street car accidents, 1,220 from automobile accidents and 1,200 from accidents in connection with other vehicles.

"The comparison is the more striking when it is considered in connection with the conditions under which a railway traveler is exposed to accident, moving day and night in all conditions of weather over a right of way which, in the nature of things, cannot have the same degree of protection as the streets and highways over which street cars, automobiles and other vehicles are operated.

"The total number of deaths in the registration area from accidents in connection with street cars, automobiles and other vehicles in the calendar year of 1911, was 5,431, or more than the total number of passengers, railway employees, and all other persons, exceeding trespassers, killed in railway accidents of all kinds in the twelve months ended June 30, 1912, including accidents in railway shops.

Railway Statistics Complete.
"As I have pointed out, statistics as to no other class of accidents are so complete and reliable as those relating to railway accidents, but comparisons with such fragmentary statistics as are available from other sources, bear out those which the Census Bureau reports as to the registration area. Thus, the United States Bureau of Labor has collected statistics which show that, in the year ended June 30, 1911, there were 266 fatal accidents in the various branches of the government service, and but nine of these were in the railway mail service. The reports of the Superintendent of Life-Saving Service give the number of deaths each year from disasters to vessels under the American flag, covering only those cases in which vessels were totally lost or materially damaged. For the last ten years there have averaged 450 per year.

"It is a noteworthy fact that, of the total number of deaths who are killed on the railways of the United States, more than one-half are trespassers. It is largely within the power of the States to prevent these fatalities, and regulations respecting trespassing on railway property. It is a mistake to believe that trespassers who lose their lives on railway property are almost invariably tramps or vagabonds. Even if they were, it would be most desirable, in the interest of humanity, to prevent killing or injuring them, but an analysis of reports of the accidental death of 1,000 trespassers in a section of the United States revealed the fact that a large proportion of them were children, and that of the adults, many were persons whose lives were valuable to the community."



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DEDICATION OF NEW POST-OFFICE

Assistant Secretary Newton Joins Festivities and Sees Unveiling of Statue.

Washington, N. C., November 10.—Today was a great day in the history of Washington. The handsome new Federal building was formally dedicated and presented to the city by Byron R. Newton, Assistant Secretary of the United States Treasury, and a bronze tablet, commemorative of Washington as the oldest town and post-office, so named in 1775-1778, presented by the local chapter of the Daughters of the American Revolution, was unveiled. There were speeches and appropriate exercises. The handsome new post-office was fully decorated with red flags and bunting, and the entire business section of the city was draped in holiday attire. Secretary Newton arrived in the city this morning on the revenue cutter Pamlico, and was met by a delegation of prominent citizens and escorted to the residence of J. H. Small, where a parade was formed.

Secretary Newton was introduced by Mr. Small and made his address presenting the new building to the citizens. H. S. Ward made the speech of acceptance in behalf of the citizens. A large tablet was unveiled by H. S. Ward, and the presentation speech was made by Miss L. T. Rodman in behalf of the local chapter of the Daughters of the American Revolution, together with appropriate exercises.

LIKE LAZARUS RISEN FROM TOMB

Mrs. Belmont Has Some Caustic Things to Say About "Antediluvian" Comstock.

[Special to The Times-Dispatch.]
New York, November 10.—"He is an antediluvian, who looks like Lazarus just risen from the tomb." This was the way Mrs. O. H. P. Belmont characterized Anthony Comstock in ridiculing his action in suppressing the book of Mrs. Pankhurst. "The book will be placed on sale in Carnegie Hall on November 24, when Mrs. Pankhurst makes her farewell speech, despite anything the 'antediluvian' may do," she asserted to-day.

"We have already sold a number of tickets to the meeting, and expect there will be a rush for them in the next few days."

Mrs. Belmont said that the book had been written by Mrs. Pankhurst while she was staying as her guest at D'Eauville last summer, and that it was a masterpiece of sarcasm.

"In suppressing the book, the old fossil came to me with his lawyer," she said, "and told me that out of consideration for my position he did not want to arrest my girls. I told him if any one was to be arrested it should be me, but he refused to arrest me, because, he said, of 'my position.'"

"He wrote later and had the impudence to tell me he had not read the book, which he had suppressed. He then said he was going to attend a purely affair in the West. I suppose he is going there so that he can come back and read the book without fear of contamination."

"That man yields an awful lot of power—too much power for an antediluvian mind like his. The censorship of modern thought should be in the hands of a man with a modern mind."

News of Petersburg

The Times-Dispatch Bureau, 5 Hollingsworth Street, (Phone 1482).

Petersburg, Va., November 10.—A largely attended meeting of the workmen of the city was held yesterday afternoon, at which addresses were delivered by John S. Mann, of Newark, N. J., vice-president of the Iron Workers and Leather Novelty Workers of America, E. C. Davidson, president of the Virginia Federation of Labor, John Hirschberg and others, of Richmond. The object of the meeting was to interest the workmen in the benefits of organization, especially the iron workers, who form a very large class in this city. It is understood that organizations are to be effected at future meetings to be held especially for that purpose.

Passed Examination.
Results of the examination for a railway education engineer, noted in the Engineering News of November 6, gave a total of 84 as having passed. The examination for senior civil engineer, for which position there were 202 applicants, Edward H. Spiers, civil engineer of this city, who has been engaged in railway location and construction in the States, and who was chief of one of the parties to the Isthmian Canal Commission, has been notified of his having passed the examination. The law provides that no more than one of three certified eligibles need necessarily be appointed, and the appointment will probably not be made earlier than December.

Taken to Richmond Hospital.
Captain John A. Hays, a prominent citizen and civil engineer, has been taken to a hospital in Richmond. He became ill at his residence on Adams street on Saturday, suffering a touch of paralysis. He is reported to be getting on very favorably.

Heavy Fines in the Police Court.
In the Police Court this morning Washington Royal and Henry Hays, both colored, were each fined \$50 and sentenced to jail for three months on conviction of carrying a pistol concealed about their person. Van Statton, colored, was fined \$50 on conviction of selling liquor to a minor.

Owls to Organize.
A lodge of the Order of Owls will be organized in this city on Friday night, with a fine charter membership. An organizer has been in the city for some time working the order, and has succeeded well.

Child Shoots Himself.
Giray Marable, a three-year-old boy, shot himself fatally in the head with a pistol last night, through accident. He was playing on the floor with his little sister, in the absence of his mother, when he took the pistol from the bed, and it was discharged. The accident occurred at Erick's.

Off for Conference.
The pastors of the Methodist

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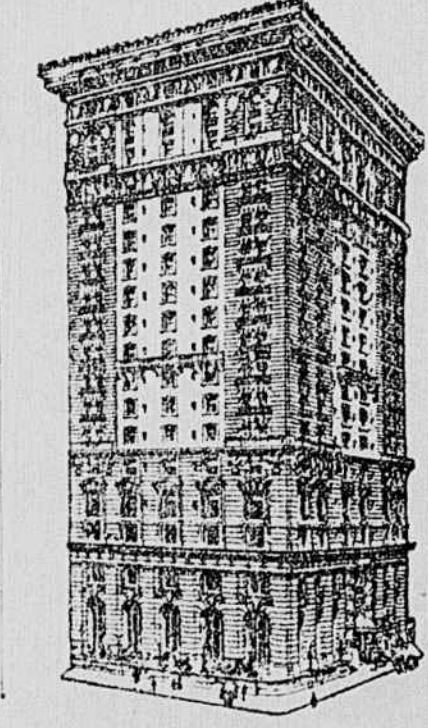
8:45 a. m. Lv. Memphis. Ar. 7:15 p. m.
10:20 a. m. Lv. Wynne. Ar. 5:32 p. m.
1:15 p. m. Ar. Little Rock. Lv. 2:45 p. m.
1:25 p. m. Lv. Little Rock. Ar. 2:35 p. m.
3:20 p. m. Ar. Hot Springs. Lv. 12:45 p. m.

In addition to the new fast train, the midnight train out of Memphis now runs through to Hot Springs giving an excellent through service, both day and night, between Memphis, Little Rock and Hot Springs—via the

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Requests for reservations or any information will receive prompt attention.

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